simple. The member may remember that a proposal to divert this road near the 48th or the 49th mile was mooted by the K. D. H. P. Company some years ago, on the ground that the gradient there was too steep to take motor lorries. I had a talk on this matter with Mr. Pinches when I went to the High Ranges two or three years ago. We then thought that we should wait and see whether the Cochin Harbour Scheme was going to materialise. Now, the Harbour Scheme has been considered to be a success and the work connected with the third stage of the scheme will shortly be commenced. The Madras Government have allotted Rs. 20 lakhs for the expenses in connection with the third stage of the scheme. When the third stage is completed, steamers will come and anchor inside the harbour. I do not know whether there will be a diversion of the present traffic of the produce from the High Ranges when the harbour becomes a reality. It is only a matter of two or three years. When the Cochin Harbour becomes a port at which steamers call regularly, it will be time for the planters to consider whether they should send their tea and rubber to the Cochin Harbour or to Tuticorin for shipment. It will thus be seen that the Cochin Harbour Scheme has a direct and intimate bearing on the question of the restoration of the Western Outlet Road. Therefore, the matter is hardly one which can advantageously be disposed of now.

The restoration of this road is, besides, a matter involving very heavy expenditure. The Chief Engineer has estimated that the reconstruction of this section of 14 miles will cost roughly Rs. 4½ to Rs. 5 lakhs, if it is to be made fit for motor transport. The question, therefore, has to be considered in all its aspects. I think it could best be done at a conference of planters and the Government where some agreement might be come to in regard to the policy to be pursued in respect of this road.

7. Needs of Malayala Brahmin Jenmies.

MR. NARAYANARU KRISHNARU (*Member, Jenmies, Trivandrum Division*) prayed that greater representation be vouchsafed to members of his community on the Legislative Council, the Assembly, the Municipal Councils and other public bodies with which non-officials were associated.

The community required more concessions in the matter of English education. The special school at Kulakkada provided only for instruction up to Form III being availed of without prejudice to their religious ceremonies. The rules regarding attendance, but not marks and progress, should be relaxed as there were instances where they had worked hardship. Without such a concession, the youths of the community could not attend ordinary public schools.

The Kulakkada Special School was not now confined to Malayala Brahmin *jenmies*. Potties were being freely admitted. The special Inspecting officer and the Veda teacher were both Potties. A committee containing representatives of the Malayala Brahmin community should be appointed for the management of the school. A Malayala Brahmin should be appointed as Veda teacher and more satisfactory arrangements made to provide the right kind of religious training.

The departmental management of the boarding house attached to the school had not proved satisfactory. When it was conducted by the Kulakkada Pandarattil, he had to meet the deficit out of his pocket. Only 30 boarders really belonged to the community.

Government had recorded as *poramboke* the sites of temples, *kavus*, etc., even though they happened to be mostly *Devaswomvaka* and *Brahmaswomvaka*. The member could quote a dozen instances of such classification which he strongly deprecated.

DEWAN: One of your requests is that Malayala Brahmin boys may be allowed to put in less attendance in schools for reasons such as those connected with the performance of ceremonies. That is a matter which will have to be referred to the Director of Public Instruction. On receipt of his report, the matter will be decided by the Government.

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